

Minutes

SOUTH BAY CITIES
SERVICE COUNCIL
Regular Meeting

Friday, April 11, 2014
9:30 - 11:30 AM

Inglewood City Hall
Conference Room A
One Manchester Blvd.
Inglewood, CA 90301

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Lines: 40, 111/311, 115, 211/215, 212/312, 607, and Rapid Line 740.

Called to Order at 9:35am

Council Representatives:

Ralph Franklin, Chair
Devon Deming
Jack Gabig
Roye Love
Robert Pullen-Miles
Don Szerlip

Officers:

Jon Hillmer, Director Service Councils
Richard Morallo, Community Relations Mgr.
Dolores Ramos, Council Admin Analyst
Christina Goins, Board Secretary Office
Henry Gonzalez, Council Comm. Rel. Mgr.
Scott Greene, Transportation Planning Mgr.

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Для получения информации о Metro на русском языке, пожалуйста, позвоните по указанному ниже телефонному номеру: 323-466-3876

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메트로(Metro) 정보를 [한국어]로 알아보시려면, 아래 번호로 전화하십시오: 323-466-3876

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. Pledge of Allegiance
2. ROLL Called and Introductions made
3. SAFETY Tip, Deputy Apostol

Metro Sheriffs have recently begun conducting bus rides in order to address fare evasion and security issues on buses.

4. APPROVED Transcript from March 14, 2014 Meeting and Fare Forum
5. PUBLIC Comments for Items not on the Agenda

Dorothea Jaster asked if there is a Metro or city rule prohibiting vending on the platforms and bus stops. If there is a rule against it, operators are not doing anything about it. She took pictures of the bathrooms at the Harbor Gateway Transit Center and commented that they are not self-cleaning nor being cleaned regularly. Mr. Hillmer replied that vending is prohibited on Metro owned properties. The bathroom self-cleans every 10 uses but does not sweep the floor. Sweeping is done by a maintenance person twice per day.

J.K. Drummond asked that Cris Liban, DEO, Environmental Compliance Service give an update on MTA's environmental and electric vehicle program. He requested that meeting minutes be made available online. The Silver Line has had its biggest negative impact in the South Bay. They have lost their through routes. The other routes are uncoordinated with the Silver Line. They should be spaced and scheduled better. If Lines 450 and 550 each run hourly, they should be staggered so that a patron only has to wait a half hour for either one. Line 246 is not well coordinated with the Silver Line. The signage should be changed underneath the Green Line at the elevator to include Gardena Bus, Torrance Transit, and Lines 450 and 550 services, not just Silver Line.

Ms. Ramos explained that the minutes are posted along with agenda items before the meeting to provide the Council and the public time to review prior to the approval at the meeting. Minutes from previous meetings are also archived on the Metro website.

Marie Bryant asked if motorized bicycles along with bicycles with high handle bars are allowed on bus or rail. Deputy Apostol replied that gas-propelled bicycles are not permitted. Bicycles with high handle bars are allowed but are against the law.

6. RECEIVED Presentation on the Five-Year Transit Service and Capital Improvement Plan (TSCIP), Wayne Wassell, Transportation Planning Manager

The Five-Year Transit Service and Capital Improvement Plan (TSCIP) formerly referred to as the 5-year Short Range Transit Plan (SRTP), was last formalized and published in March 2000. In lieu of an SRTP update, Metro received a court order to develop and implement a 5-Year New Service Plan in 2005. The SRTP was again updated in 2009, but was never formalized because it primarily focused on the Metro Connections Restructuring Concept, which ultimately was never implemented. The updated five-year plan spans FY 2014-2018.

The TSCIP is a 5-year implementation plan for approved near term transit service and capital improvement projects and is consistent with the goals and strategies of Metro's 2009 Long Range Transportation Plan (LRTP). It identifies challenges and opportunities in addition to assisting staff in ongoing decision-making processes as the plan is implemented. The Short Range Transportation Plan, State of Good Repair and Asset Management Plan, and the Regional Short Range Transit Plan are being developed in concert with the TSCIP.

Councilmember Szerlip asked for a report on the State of Good Repair and Asset Management Plan, and asked when it will be completed. Mr. Wassell replied that an RFP was released and consultants have been contracted. He was unsure when it will be completed.

Councilmember Szerlip requested an update on the Redondo Beach Green Line Station refurbishment and the Regional Connector Project. He asked if riders would have to transfer once the Green Line terminates at the Crenshaw/LAX Line, and when the report would go to the Metro Board. Mr. Wassell replied that Aviation/Century Station will serve as a transfer point and the Crenshaw/LAX Line will assume the operation of the four stops southbound that are currently served by the Green Line. The report will be presented for Board approval in May; a final version of the report will be provided to the Council in June.

Councilmember Deming was under the impression that the Crenshaw/LAX Line would terminate at Aviation Station and that patrons would transfer onto the Green Line from there to access the other four Green Line Stations. Mr. Wassell replied that it will terminate at the Aviation/Century Station. A transfer will be needed to arrive at the other four stops that were serviced by the Green Line southbound from Aviation/Century Station.

Councilmember Gabig asked for an update on the Patsaouras Transit Plaza project and if the opening of Division 13 will impact South Bay service and Division 2. Mr. Wassell replied that the Patsaouras Transit Plaza Silver Line platform has been postponed for reasons unknown to him, and that the Division 13 opening may have a positive impact as certain bus lines currently deadhead all the way to the Plaza because it is the starting point. There will now be an opportunity to start from the Plaza and reduce deadhead time. The intent is to reopen Division 2 but it will have to go through an extensive overhaul because it is a historic building. Mr. Gabig asked if there is any thought being

given to the next generation of the TAP system or a replacement of TAP. Mr. Wassell replied that CEO Art Leahy has directed staff to begin exploring options.

Councilmember Goodhart asked if the old CNG buses will be diverted to the contract lines to replace diesel buses they may be using. Mr. Wassell replied that Metro attempts to keep them in the system. Mr. Goodhart asked if there is a timeline for transitioning the fleet to all zero-emission buses. Mr. Wassell replied that regulations call for 20% of newly procured buses to be zero emission but the timeline for implementation continues to be postponed as it is not feasible at this time.

Councilmember Love inquired about Blue Line car maintenance and retirement plans. Mr. Hillmer replied that the cars are being rehabbed but that it takes 1-2 months to completely refurbish each car, so the process takes some time to be completed.

Chair Franklin expressed concerns regarding funding used to study San Fernando Valley service as there is not funding available to operate additional service. He also expressed concerns regarding the proposed interface of the Green Line/Crenshaw-LAX Line and plans to transport patrons to LAX. Mr. Wassell replied that discussions between LAWA and Metro regarding LAX access continue and there seems to be some progress in efforts to tie the two light rail systems to anchor at Century Blvd. Councilmember Szerlip hopes funding will eventually be identified to extend the Green Line south to Torrance.

Marie Bryant asked what would be considered premium fares and premium services in the proposed Metro fare structure. Mr. Wassell explained it referred to differential pricing for Express Rapid services but that proposal is no longer under consideration.

J.K. Drummond commented that electric buses are generally battery powered but there are trolley buses that have two poles connected to overhead wires that are zero pollution. Metro considered using them about 10-12 years ago as did Long Beach Transit. He mentioned the collapse at the construction site at Division 13. He is not in favor of the South Bay Green Line forced transfer at Aviation/Century Station which would cause patrons traveling further south to have to TAP again.

Wayne Wright commented that the transfer from the Green Line at Aviation/Century Station makes no sense. The Green Line should be a one-seat ride from Crenshaw/Expo to Norwalk and Norwalk to Redondo Beach. The trains should run from Crenshaw in a number of configurations to allow that to occur.

Mr. Meyers pointed out that the Green Line and Crenshaw/LAX Line will be connected like a 'Y' and thinks it should operate as a forked service with alternate destinations like the Purple and Red Lines. He asked if there will be a public hearing. It will be a major loss of service to those who work in the aerospace industry. He asked if Measure R only provides \$170M to the East San Fernando Valley transit corridor if the funding deficit will have to be made up from other federal, state and revenue bond programs.

7. RECEIVED Presentation on Bus Stop Study, Carl Torres, Transportation Planning Manager and Irving N. Taylor, Trans Systems, Project Manager

Metro has contracted a consultant to perform a usability study of all 25,000 or more Los Angeles County bus stops – this includes approximately 15,000 Metro stops and 10,000 more of other transit agencies in the city or county. Cost of the study is approximately \$1.5 million and will be paid through JARC and Proposition C funds. Project scope includes taking precise measurements of bus stop elements such as sidewalks, curb ramps, etc., and an inventory of existing amenities including shelters, benches, signage, etc. will be identified. Unique geo-location data will be developed for each stop, and any existing barriers at a bus stop. Results will be used to identify ADA factors, improvement opportunities, improved capacity to provide customer information, ability to monitor physical changes over time, improved coordination between operators based on common data, stop identifiers, and in quality of bus service experience. A bus stop management system will be produced that includes all of the information gathered. The study will be completed in three phases and will take approximately 18 months to complete.

Councilmember Gabig asked if data collected will be shared with Google maps or other applications and mapping systems. Mr. Taylor replied that there are some problems in sharing the data related to resolution measurement precision. The study will use a similar tool that has resolution approximately 10 times better than that of Google. The tools to be used to map each stop can also measure slope and provide horizontal and vertical measurements. Where the measurements are too close to determine if there is an issue, they will be reviewed and re-measured by staff. The database will be maintained by Metro over time. The system by which other transit providers contribute to maintenance and updates will be implemented by Metro.

Councilmember Szerlip asked if the study will cover rail stops and if recommendations will be made to address deficiencies. He commented that the study will create liability for the municipalities as they will not be able to ignore issues raised by the study. Mr. Taylor answered that it will examine bus stops adjacent to rail stations and how they function together. Information on deficiencies identified will be shared with the municipalities which are responsible for improvements in their jurisdictions. Mr. Hillmer added that ADA requires that if a new stop is established or an older bus stop is moved, it is required to be ADA compliant. However, if a stop predates ADA and is not changed, there is no requirement that it be brought to ADA standards, though there may be pressure from the community to address any issues. Mr. Szerlip asked if the study will also evaluate the path to and from the bus as well as entrance and exit points. Mr. Taylor replied that the group is currently determining the distance from each stop to be reviewed.

Chair Franklin expressed disappointment with Metro for undertaking this study as he believes it will burden local cities with class action lawsuits. City officials will now be required to address bus stop access issues but cities are not receiving any compensation to complete upgrades. The City of Inglewood had to eliminate two storm drains at a cost of over \$50,000 in order for two bus stops to accommodate access after a wheelchair user threatened to sue. When the implications of the study are multiplied by the number of bus stops in the various cities, costs to address such issues will be astronomical. The

cities will be held responsible in the event of lawsuits based on the information acquired through the study.

Councilmember Pullen-Miles commented that it may cause a city to choose to eliminate a bus stop in order to avoid a lawsuit over a non-compliant stop. He asked how roundabouts would be affected in a city such as Lawndale. Mr. Torres replied that community shuttle stops will also be evaluated in the study.

Councilmember Goodhart asked if municipalities are aware of the study and what their role will be in maintaining the database. Mr. Torres replied that Metro has been working cooperatively with all municipalities and transit providers serving the study area through various means, such as the Councils of Government and transit provider meetings. Municipalities will need to keep Metro updated on any changes to their stops such as moves, upgrades, or elimination in order to assist with maintaining the database. A system to accomplish that task has not yet been established.

Marie Bryant asked if database maintenance costs are built into the study and if any of the interns working on the project will have ADA issues; their perspective would be valuable. Mr. Taylor replied that the hiring notice does not specify but candidates with disabilities would certainly be welcome to apply. The study will provide some recommendations. Database maintenance costs will be included in Metro's annual budget.

Dorothea Jaster commented she didn't hear anything about real world passengers being involved in the study. She noted that there is a bus stop in Torrance that should be evaluated that serves one Metro bus and one Torrance Transit bus. She also noted the Ken Malloy Park stop at PCH and Vermont. That stop serves three bus lines and is located ½ block from an intersection but there is no sidewalk and park sprinklers make the path slippery and complicate access as patrons don't want to get sprayed. She asked that patrons be involved in the study.

J.K. Drummond asked if the study will identify stop ownership. Mr. Taylor replied that the study will include information as to whether the stop is located within a municipality, unincorporated area, or federal or state owned areas.

Will B. stated that Metro already has a database of stops that is published to Google and other mapping applications, but there is no easy way to notify Metro when stops are not actually located as represented on maps. He asked how the data will be made accessible to the public, and if bus stop visibility issues that affect passups would be included. Pictures of the approach to bus stops would assist in evaluating those types of issues, as would a reporting mechanism for stakeholders. He thinks that the cities' fear of the information that will be gathered through the study is due to poor legal counsel.

8. RECEIVED Director's Report on South Bay Performance, Jon Hillmer, Director
 - Metro Bus On-Time Performance: 75.8%; Goal: 80%; System Average: 76.0%
 - Complaints per 100,000 passengers: 4.21, Goal 2.20, System Average: 4.24

- Miles between mechanical road call: 4,622, Goal: 4,000, System Average: 3,971
- Clean Bus: 8.44, Goal: 9.0, System Average: 8.71
- Accidents per 100,000 Miles: 4.05, Goal: 3.10, System Average: 3.09
- Bus Station Cleanliness: 7.91, Goal: 9.0, System Average: 8.08
- Monthly Ridership Average: 356,439 of System's 1,147,000
- Metro Silver Line Ridership Trends: 14,255; Saturday: 6,011; Sunday: 4,152
- Metro Line 450X Ridership Trends: Weekday: 1,737; Saturday: 532; Sunday: 329
- The hearing to receive public comment on proposed fare changes was held Saturday, March 29th from 9:30 a.m. - 2:30 p.m. It was attended by approximately 500 members of the public; there were 165 public speakers. The Board is scheduled to determine if fare change will be approved at the May 22nd Board meeting.
- Latching of Green Line station gates continues and is on target to be completed by the end of May.
- The next Quarterly Meet and Confer with CEO Art Leahy will be held on Wednesday, April 30th at 2p.m. at the Metro headquarters building.
- Public hearings regarding the Express Lanes were held, averaging 20-25 people in attendance at each. Comments were also submitted via email and were generally positive. Some of the negative comments complained that the tolls are too high and that the toll lanes slowed traffic.
- There have been several changes in Metro leadership. Bill Foster is the Interim Chief Operations Officer, Bob Holland has been appointed Executive Director of Transportation, and Tony Chavira has been made the Executive Director of Maintenance.

Councilmember Szerlip thanked staff for helping to facilitate presentations on the ExpressLanes and fare restructuring for the Government Relations Council of the Redondo Beach Chamber of Commerce. The most relevant comments made regarding the proposed fare structure changes were from South Bay service industry and retail workers. Transfers made by them are usually interagency transfers, not transfers from multiple segments from Metro and any increase in cost would be felt by those people.

Councilmember Goodhart shared that Metro Board Chair Diane Dubois invited city mayors to meet executive staff to give an overview of what they do and their objectives. Executive Director Bryan Pennington has also made visits to South Bay COG and met with Jackie Bacharach. Councilmember Goodhart commented that Metro is reporting a \$14-19 million profit from the ExpressLanes tolls and speculated that profits could be used to reduce tolls. Mr. Hillmer commented that the funds are required to maintain CHP and tow truck companies and the remainder of the money is reinvested in the corridor in the form of road improvements and transit service enhancements.

J.K. Drummond asked if the surplus funds can be directed to services outside the 3-mile range of the transit way. Harbor City, Wilmington, San Pedro, and Palos Verdes are the most negatively impacted by the Silver Line and he would like to see the rules changed to allow funding to be invested in through bus service to and from areas further from the transitway.

9. Council Member Comments and Line Rides

Councilmember Szerlip rode the Green Line to the Silver Line. It was 80% full and the elevator at Harbor Freeway Station was out of order; Bus #8363, Driver #82734; the auto announce worked, Transit TV was on but with no sound, there were trash bags, take ones, info about the upcoming public hearings but there were no schedules. Coming back he boarded the Silver Line at 1:49pm going southbound; Bus #8374; Driver #70043. It was 100% full. He used Next Bus at the stop he was at but it didn't display the Silver Line stopping there; it did display all of the other buses. Transit TV was on but there was no sound, the rack was full of literature and he witnessed a driver selling a day pass. He noted that at 2:27pm on a Saturday the Green Line was 95% full.

Councilmember Goodhart reported that Tim Lindholm, DEO, Project Manager gave the South Bay COG a tour of the Harbor Gateway Transit Center. Landscaping, artwork, and vinyl overlay installations are complete, the clock has been removed. Alternatives to the vinyl overlays are being considered because some of them have peeled. The restrooms are cleaned after 10 uses, is free to use but the paper is not removed. There needs to be signage alerting people on what to do once they are in there. There is signage that says no bikes but it does not say not to ride on the platform. There are two signs located at each point but he feels there should be more. Most of the structure has a center light that if changed to upright light fixtures will help get rid of the pigeons. The group reviewed way finding signs which will be improved in Phase II.

Council Member Love: Date: 4/10/2014; Time on: 2:23pm; Blue Line Station; Car#163B; Boarding Location: Del Amo & Santa Fe; Alighting Location: Transferred to Green Line; Bus Cleanliness: Good. The train was approximately 80% full. There was etching on most of the windows. There were petitioners soliciting for voter signatures. He transferred to the westbound Green Line at 2:40pm on to car #201A. The train was half full and clean. It arrived at the station at 3:04pm; the platform was very clean. He started his return trip at 3:06pm. At 3:25pm the operator announced the train was having problems, but he was able to travel to Mariposa Station.

Chair Franklin: Date: 4/8/2014; Time on: 9:48am; Line: 710; Bus#7592; Bus Run: #1; Operator Badge# 18608; Boarding Location: Crenshaw Blvd & Imperial HWY; Alighting Location: Crenshaw Blvd. & Manchester Blvd.; Time off: 10:07am; Cleanliness: Good. The bus ½ full, the rear monitor was etched, the right rear window was tagged and both monitors were off. There were schedules for 442, 450 and 710 in the racks.

Date: 4/8/2014; Time on: 10:09am; Line: 710; Bus#7586; Bus Run: #0002; Operator #460; Boarding Location: Crenshaw Blvd & Manchester Blvd.; Alighting Location: Crenshaw Blvd. & Imperial HWY; Time off: 10:18am; Cleanliness: Good. There were 8 passengers standing, there were bus schedules for 246, 344, and 442, the monitor was off and there were 2 bikes in the rack.

Chair Franklin thanked Transportation Planning Manager Scott Greene and Kim Turner of Torrance Transit for being at the tour of Harbor Gateway Transit Center. Signage regarding bicycle riding on the platform is not posted. The group addressed issues of

gaining access to bike lockers through a registration process. Metro will address location of the bus bays. He went into the bathroom and did not know what to do. There was paper on the floor but he was assured that it is swept twice a day. An Executive traveling to Harbor Gateway Transit Center entered through the entrance of the bus bay instead of the parking lot entrance. There is a lack of way finding signage. Overall it was a good experience.

Councilmember Szerlip mentioned that the Harbor Gateway Transit Center parking lot was full and speculated that such facilities are reaching capacity.

Councilmember Deming commented that there is a minimum 6-month rental for the bike lockers and open bike racks for occasional users are on the premises.

Adjourned at 1:11 p.m.